# Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

**March 30, 2011 Operations**

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Contractors working on the response are mobilizing equipment and materials to construct the cofferdam that will completely encircle the Davy Crockett and allow the barge to be dismantled in place while minimizing the pollution threat. It is expected the construction of the barrier will take approximately 12 days.

When completed, the cofferdam will stretch 850-feet around the barge and several feet above the waterline. A geo-textile silt barrier will line the inside of the sheet pile. This barrier will keep pollution inside the cofferdam, but additional oil skimmers and 800-feet of boom will be deployed down river from the area as a safeguard against any pollutants that may escape the barrier. The sheet piles will be installed using a vibratory method. This will cut down on noise pollution and disruption to natural resources and residents near the worksite.

Sections of the Davy Crockett will then be cut away, dismantled and removed from the river by barge. Dewatering and recovery of pollutants will take place before any section of the ship is dismantled or placed onto a barge. Some pieces of the Davy Crockett will be cleaned on a materials barge outside the cofferdam.

Please report any sightings of possible tar balls in the river to the National Response Center hotline at **1-800-424-8802**.

Last updated 3/28/11

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| Incident duration: | 61 days |
| Personnel Currently Assigned: | 36 state, federal response contractors |
| Injuries | 0 |
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| Work and response vessels | 16 |
| Total Oil water mixture recovered to date | 200,000 gallons* |
| Debris removed to date (e.g. metal, wire, wood) | 704,000 pounds |
| Oil containment boom: | 8,200 feet |
| Oil sorbent boom: | 9,800 feet |
| Total recovery capability of skimmers: | 336,924 gallons per day |
| Total waste oil storage volume: | 160,725 gallons |
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| Projected Maximum - Worst Case Spill | 64,500 gallons |
| Worst case spills potential | 717,000 gallons |
| Samples analyzed to date (e.g. water, oil sediment) | 116 |
| Obligated costs to date (including coffer dam construction) | $9.5 million |
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| * This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil. | |

**Incident Summary**

The Washington Department Ecology received reports of oil sheen on the Columbia River near Vancouver, Wash., Jan. 27, 2011, and traced it 11 miles upstream to the 431-foot flat-deck barge Davy Crockett. Reports of sheen were reported as far as 15 miles downstream.

The vessel was partially sunk near the north shore between Vancouver and Camas, Wash., four miles upstream of the I-205 Bridge. The Davy Crockett had begun leaking oil due to improper and unpermitted salvage operations.

Response efforts began immediately to contain oil and stabilize the vessel. The Coast Guard, Washington Department of Ecology and Oregon Department of Environmental Quality are jointly managing the response and salvage effort using the National Incident Management System.

In mid-February Coast Guard Commandant Adm. Robert Papp authorized Coast Guard Sector Columbia River to remove and destroy the barge Davy Crockett. In his authorization memo, Adm. Papp stated that "destruction of this vessel is appropriate to mitigate the threat of continued discharge of oil, oil water mixtures and hazardous substances into the waterway."

**Davy Crockett History**

The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

In April 2009, due to concerns of oil sheen from the vessel and the instability of the moorings, the Coast Guard issued a *Captain of the Port Order* for removal of bulk oil, contaminated water and other hazardous materials. The order also required the vessel to be adequately secured to the shoreline to prevent it from becoming a navigation hazard. The materials removed from the vessel included 2,200 gallons of a diesel/water mixture, 800 gallons of ballast water and 2,800 gallons of fuel oil.

**Incident Potential**

The exact potential volume of oil still on board that could spill is unknown because access to all tanks and spaces is limited. Total potential oil based on capacity of all liquid tanks is 717,000 gallons.

For up to date information, refer to the Ecology website at:

http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html